



City of Issaquah

2015 – 2020 Six Year Transportation Improvement Program (TIP)

Adopted by the City Council
June 16, 2014



**Public Hearing Re: 2015-2020 Six-Year
Transportation Improvement Program (TIP)**

Proposed Council Action:
Conduct Public Hearing; Approve Resolution

DEPARTMENT OF	PWE - Public Works Engineering, Gary Costa
COUNCIL COMMITTEE LIAISON	n/a
OTHER COUNCIL MEETINGS	May 19, 2014
EXHIBITS	A. Proposed Resolution B. PPC's Recommendation Memo C. Processing Schedule

POLICY & BUDGET INFO		Expenditure Required
Comp Plan Policy Nos.	T-4; T-10; T-12; T-13; T-17; T-36	\$ 0
Consistent:	Yes	Amount Budgeted
Other Policies	n/a	\$ 0

SUMMARY STATEMENT

In accordance with State Law, every municipality must annually hold a public hearing prior to adopting its Transportation Improvement Program (TIP) for the following six years. This Agenda Bill requests Council establish a hearing date of June 16, 2014. Any road construction project that is to be considered for funding with Moving Ahead for Progress in the 21st Century Act (MAP-21) or the Transportation Improvement Board, must be listed. To be eligible for allocation of 1/2 - cent gas tax monies, projects must also be listed.

Transportation projects planned on City principal, minor and collector arterials are included in the program and are therefore recognized to be eligible for various State and Federal granting programs. The updated Six Year Transportation Improvement Program is required to be submitted to the Washington State Department of Transportation within 30 days of the adoption of the resolution, each year. A public hearing is required prior to adoption of the Six-Year TIP.

It is important to note that the TIP is developed to match the Capital Facilities Plan (CFP) which is used to create the impact fees for the City. However, the main purpose for projects to be listed in the TIP is to be eligible for using Federal and State funding. The TIP does include projects that were identified in the Central Issaquah Plan and the Bike Ped Plan that focus on providing the necessary roadway capacity to meet the demand for future development and for improving bicycle and pedestrian mobility, respectively.

Review of TIP:

- Staff presented the TIP (included as part of the proposed resolution provided in Exhibit A) for discussion at the April 24, 2014 Planning Policy Commission (PPC) meeting. Comments and PPC's recommendations are included in the memorandum attached as Exhibit B.
- The Council Infrastructure Committee was briefed on the TIP process and introduced to the project list on May 15, 2014. Exhibit C provides the schedule for processing the TIP.

Consistency With Comprehensive Plan:

T-4: Update the six year Transportation Improvement Program (TIP) annually to reflect changes in travel demand,

land use designations or levels of service standards. Include a 20 year "future years" project list with the six year TIP to establish future system plans that coordinate with the 20 year land use plan.

T-10: Maintain a capital improvement program that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities and recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements.

T-12: Provide a seamless roadway and nonmotorized transportation system through implementation of the Roadway, Transit, Nonmotorized 20-year plans and the Sidewalk priority criteria. Use transit service within the city boundaries to connect major commercial centers, neighborhoods and regional transportation facilities.

T-13: Adequately fund, design and build the roadway network in accordance with the 20-year roadway plan shown in Figure 20 (Volume 1) in order to achieve the desired roadway classifications.

T-14: Complete missing links, sidewalks, and other enhancements in the existing street system to provide more effective use of existing roads through implementation of the Roadway, Transit, Bicycle and Shared Use Maps and Sidewalk Inventory Map and Sidewalk priority criteria.

T-17: Achieve the 2022 Transportation System goal to include 17% transit and nonmotorized trips by working with State and regional jurisdictions and transit providers to implement the transit supportive projects in the 20-year transit plan (Figure 22, Volume 1) and to achieve the desired transitway classifications.

T-36: Prioritize transportation funding in accordance with Comprehensive Plan policies CF-1.5 through CF-1.8 in the Capital Facilities Element.

Administration's Recommendation:

The Administration recommends holding the Public Hearing on June 16, 2014, and following the hearing, approve Resolution adopting the Six-Year Transportation Improvement Program.

Update:

The Public Hearing was set by the City Council at the May 19, 2014 meeting. The Council Infrastructure Committee was briefed on the TIP -- projects are not listed in a priority ranking as the TIP is not prioritized but is used to submit a list of projects to the State to ensure the projects are eligible to receive Federal and State money should it come available.

Alternative(s):

None.

RECOMMENDATION

Administration/Public Works Engineering:

MOVE TO:

~~Schedule Public Hearing on the proposed 2015-2020 Transportation Improvement Program at the City Council Regular Meeting of June 16, 2014.~~

MOVE TO: Approve Resolution No. _____, adopting a six-year Transportation Improvement Program and directing the same to be filed with the State Secretary of Transportation and the Transportation Improvement Board.

RESOLUTION NO. 2014-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, pursuant to the requirements of Chapters 35.77 and 47.26 RCW, the City Council of the City of Issaquah has previously adopted a Comprehensive Transportation Program, and thereafter periodically modified said Comprehensive Transportation Program by resolution, and

WHEREAS, the City Council has reviewed the work accomplished under the Program, determined current and future City transportation needs to include non-motorized transportation, and based upon these findings has prepared a Six-Year Transportation Improvement Program for the ensuing six (6) calendar years, and

WHEREAS, a public hearing has been held on the Six-Year Transportation Improvement Program as required by RCW 35.77.010, NOW THEREFORE

THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

Section 1. Program Adopted. The Six-Year Transportation Improvement Program for the City of Issaquah, as revised and extended for the ensuing six (6) calendar years (2015 – 2020, inclusive) and the 2015-2020 TIP Map, a copy of which is attached hereto as Exhibit A and B, respectively; and incorporated herein by this reference, as if fully set forth, which Program sets

forth the project location, type of improvement and estimated cost thereof, is hereby adopted and approved.

Section 2. Filing of Program. Pursuant to Chapter 35.77 RCW, within 30 days of the adoption of this resolution the City Clerk is hereby authorized and directed to file a copy of this resolution, together with the Exhibits hereto attached, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington.

PASSED by the City Council this 16th day of June, 2014.



PAUL WINTERSTEIN, COUNCIL PRESIDENT

APPROVED by the Mayor this 16th day of June, 2014.



FRED BUTLER, MAYOR

ATTEST:



CHRISTINE EGGERS, CITY CLERK

APPROVED AS TO FORM:

BY 

OFFICE OF THE CITY ATTORNEY

RESOLUTION NO. 2014-09
AGENDA BILL NO: AB 6819
DATE PASSED: 6/16/2014

NOA 14-13
NOTICE OF ACTION
ISSAQUAH CITY COUNCIL

June 17, 2014

TO: Lynn Ann Peterson
Washington State Secretary of Transportation
PO Box 47316
Olympia, WA 98504-7316

Steve Gorchester
Washington State Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RE: 2015-2020 Six-Year Transportation Improvement Program
(TIP)

AGENDA BILL NO: AB 6819

DATE OF ACTION: June 16, 2014

ACTION TAKEN: The City Council of the City of Issaquah has approved Resolution No. 2014-09 adopting a six-year Transportation Improvement Program and directing the same to be filed with the State Secretary of Transportation and the Transportation Improvement Board.

ATTACHMENTS: Resolution 2014-09



Megan Gregor, City Clerk's Office

cc: Gary Costa, PWE
File

Legal Notice No. 14-1218

**Affidavit of
Publication**

SS }

**STATE OF WASHINGTON
COUNTY OF KING**

I, Jana Baker, being first duly sworn on oath, depose and say that I am the deputy clerk of The Issaquah Press, a weekly newspaper. That said newspaper is a legal newspaper of general circulation and is now and has been for more than six months prior to the date of the publications hereinafter referred to, published in the English language continuously as a weekly newspaper in Issaquah, in King County, Washington, and it is now, and during all of said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the said The Issaquah Press was on the eighteenth day of January 1900, approved as a legal newspaper by the Superior Court of said King County.

This is a true copy of Legal Notice No. 14-1218, a notice of public hearing regarding a six year transportation program (2015-2020).

As it was published (and not in supplement form) of said newspaper each week for a period of one week commencing on the 4th day of June and ending on the 10th day of June 2014 as was regularly distributed to its subscribers during all of said period. That the amount of the fee charged for the foregoing publication is the sum of \$58.62 at the rate of 16.75 per column inch.

Kelly S. Bezdietny

Notary Public in and for the State of Washington

Jana Baker

Jana Baker
Chief Clerk
The Issaquah Press

Subscribed and sworn to me on the 11th day of June 2014.



PUBLIC NOTICE 14-1218

**CITY OF ISSAQUAH
NOTICE OF PUBLIC HEARING
SIX YEAR TRANSPORTATION
PROGRAM (2015-2020)**

Notice is hereby given that the Issaquah City Council will hold a public hearing regarding the proposed 2015-2020 Transportation Improvement Program. This hearing will be heard at the Regular City Council meeting of June 16, 2014, which begins at 7:00 p.m. in the Council Chambers located at 135 East Sunset Way.

Anyone interested may appear at the public hearing and be heard for or against, or provide comments, regarding the proposed Transportation Improvement Program.

For more information, please contact Gary Costa, Transportation Manager (425) 837-3443.

Published in The Issaquah Press on June 4, 2014.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Years 2015 - 2020

TIP Project No.	Project	Dept	2014 Estimate	2015	2016	2017	2018	2019	2020	Future Years	2015 - Future Project Cost
1	Neighborhood Traffic Calming Program	PWE	19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	161,000
2	SE Black Nugget Rd - Retaining Wall Repair	PWE	-	190,000	-	-	-	-	-	2,300,000	2,490,000
3	Mountainside Dr SW Slide Repair	PWE	-	40,000	-	-	-	-	-	-	40,000
4	Street Overlay Program	PWO	390,000	806,000	830,000	855,000	880,000	905,000	930,000	955,000	6,161,000
5	Complete Streets Program	PWE	620,000	645,000	670,000	697,000	724,000	751,000	782,000	809,000	5,078,000
6	Dogwood Bridge Replacement	PWE	212,104	2,418,000	-	-	-	-	-	-	2,418,000
7	N Iss. Rdwy Impvmnts - E Lake Sammamish Pkwy V	PWE	673,000	6,801,606	-	-	-	-	-	-	6,801,606
8	N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	PWE	4,538,928	9,381,692	10,922,973	12,257,919	-	-	-	-	32,562,584
9	N. Iss. Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Ir	PWE	-	-	189,815	325,372	1,935,007	645,002	-	-	3,095,196
10	NW Sammamish Rd Improvements	PWE	-	50,000	-	-	-	-	-	6,180,000	6,230,000
11	NW Holly Street	PWE	-	-	-	415,300	2,118,355	-	-	-	2,533,655
12	Three Trails Crossing Improvements	PWE	-	-	-	-	190,962	133,674	1,106,519	-	1,431,155
13	NW Gilman Boulevard Safety Improvements	PWE	-	-	-	-	307,000	2,767,000	-	-	3,074,000
14	Issaquah - Pine Lake Road Improvements	PWE	-	-	-	-	1,509,000	1,061,000	2,570,000	6,308,000	11,448,000
15	Tributary 0170 Trail	PWE	-	-	-	-	-	406,000	124,000	2,526,560	3,056,560
16	11th/12th Ave NW Overcrossing Direct Access	PWE	-	-	-	-	-	-	1,030,000	88,976,000	90,006,000
17	SR900/NW Sammamish Road Widening	PWE	-	-	-	-	-	-	670,000	8,973,000	9,643,000
18	NE Gilman Blvd Between Front and XXX Driveway	PWE	-	-	-	-	-	-	-	772,229	772,229
19	NW Dogwood Street Improvements	PWE	-	-	-	-	-	-	-	2,501,000	2,501,000
20	NE Gilman Blvd/3rd Ave NE	PWE	-	-	-	-	-	-	-	745,000	745,000
21	Maple St & Newport Way Intersection Improvements	PWE	-	-	-	-	-	-	-	2,499,000	2,499,000
22	NW Juniper St. Improvements	PWE	-	-	-	-	-	-	-	1,950,000	1,950,000
23	East Sunset Way Improvements	PWE	-	-	-	-	-	-	-	6,410,000	6,410,000
24	Newport Way Improvements (Maple to Sunset)	PWE	-	-	-	-	-	-	-	15,335,000	15,335,000
25	Front St. & Sunset Way Intersection Improvements	PWE	-	-	-	-	-	-	-	905,000	905,000
26	Sammamish Trail Grade Separation At SE 56th St.	PWE	-	-	-	-	-	-	-	5,338,000	5,338,000
27	NW Newport Way West of SR-900	PWE	-	-	-	-	-	-	-	13,644,000	13,644,000
28	Providence Point - Intersection Realignment & Signa	PWE	-	-	-	-	-	-	-	3,605,000	3,605,000
29	NW Maple & 12th Ave NW Intersection Improvemen	PWE	-	-	-	-	-	-	-	1,033,000	1,033,000
30	Front St & I-90 Interchange Reconfiguration	PWE	-	-	-	-	-	-	-	44,000,000	44,000,000
31	Front St & Gilman Blvd Intersection Improvements	PWE	-	-	-	-	-	-	-	3,249,000	3,249,000
32	SE 53rd Street Improvements	PWE	-	-	-	-	-	-	-	33,958,000	33,958,000
33	13th Ave NW Improvements	PWE	-	-	-	-	-	-	-	4,100,000	4,100,000
34	15th Avenue NW Improvements	PWE	-	-	-	-	-	-	-	4,600,000	4,600,000
35	11th Avenue NW Improvements	PWE	-	-	-	-	-	-	-	4,672,175	4,672,175
36	NW Mall Street Improvements	PWE	-	-	-	-	-	-	-	15,292,000	15,292,000
37	NW Sammamish Road Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	10,048,000	10,048,000
38	10th Ave NW Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	6,363,000	6,363,000
39	NW Mall Street Pedestrian Corridor	PWE	-	-	-	-	-	-	-	2,662,000	2,662,000
Total Transportation Requests			\$ 6,453,032	\$ 20,352,298	\$ 12,633,788	\$ 14,572,591	\$ 7,687,324	\$ 6,692,676	\$ 7,237,519	\$ 300,734,964	\$ 369,911,160
Non City Funds			\$ 730,600	\$ 17,337,290	\$ 9,743,027	\$ 7,109,321	\$ 824,000	\$ 1,148,800	\$ 1,747,200	\$ -	\$ 38,640,238
Total City Funds			\$ 5,722,432	\$ 3,015,008	\$ 2,890,761	\$ 7,463,270	\$ 6,863,324	\$ 5,543,876	\$ 5,490,319	\$ 300,734,964	\$ 331,270,922

Neighborhood Traffic Calming Program

LOCATION: Citywide
DESCRIPTION: Implement the Neighborhood Traffic Calming Program policies and criteria.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To address neighborhood concerns for safety and to help preserve neighborhood characteristics by discouraging excessive use of neighborhood streets as a cut-through. Where possible, designs to reduce energy consumption, storm runoff and pollution will be considered and used if possible that include low impact development/natural drainage practices, pervious pavements, Light Emitting Diodes (LED) street lights and any other energy reducing device.
TARGETED OUTCOME: Implement Neighborhood Traffic Calming devices based on submitted requests that meet criteria established in the City's Traffic Calming Program.

CAPITAL COST	2015	2016 - 2020	TOTAL
Annual Neighborhood Traffic Calming Requests	\$ 20,000	\$ 115,000	\$ 135,000
TOTAL	\$ 20,000	\$ 115,000	\$ 135,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 20,000	\$ 115,000	\$ 135,000
TOTAL	\$ 20,000	\$ 115,000	\$ 135,000

SE Black Nugget Rd - Retaining Wall Repair

LOCATION:

SE Black Nugget Road, 1000' - 3000' East of E. Lake Sammamish Parkway SE

DESCRIPTION:

Maintenance and repair of retaining wall as needed with a substantial upgrade in later years to the wall. This was a King County permitted and inspected development project that constructed the 1,200 linear foot retaining wall along SE Black Nugget Rd.

JUSTIFICATION & SUSTAINABILITY**BENEFITS:**

In 2010 the City retained consultants to evaluate the structural integrity of the wall. The study recommended a regimen of on-going inspection and repairs as necessary and eventually a major upgrade to the wall. To ensure the wall's integrity this project will provide the necessary inspection and repairs as recommended with a major upgrade in later years. By doing this the City will ensure the wall's integrity thereby protecting its infrastructure and public.

TARGETED OUTCOME:

2015 - Provide inspection of tie-back anchors and repair as necessary and provide other short term repairs of wall as needed. City worked with a structural engineer consultant to create pre-design elements to perform short term and long term repairs to the wall.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements	\$ 190,000	\$ -	\$ 190,000
TOTAL	\$ 190,000	\$ -	\$ 190,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 112,000	\$ -	\$ 112,000
KC Settlement Agreement	\$ 78,000	\$ -	\$ 78,000
TOTAL	\$ 190,000	\$ -	\$ 190,000

Mountainside Dr SW Slide Repair

LOCATION: 350 ft. NW of 820 Mountainside Dr SW (Forest Rim Booster Pump Station)
DESCRIPTION: Repair April 2011 slide area to restore roadway shoulder and guardrail. Install small piles and fill side area with lightweight fill or free draining material, install drainage improvements.
JUSTIFICATION & SUSTAINABILITY BENEFITS: After monitoring slide area for several years, the immediate area appears to be stable. One option identified in the 2011 geotechnical report was to monitor and repair as necessary. Semi-permanent restoration to reestablish shoulder for walking and vehicle breakdown area will remove the temporary barricades and reopen the shoulder for use.
TARGETED OUTCOME: Design in-house and construct in 2015

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements	\$ 40,000	\$ -	\$ 40,000
TOTAL	\$ 40,000	\$ -	\$ 40,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 40,000	\$ -	\$ 40,000
TIB, TEA-21		\$ -	\$ -
TOTAL	\$ 40,000	\$ -	\$ 40,000

Street Overlay Program

LOCATION: Citywide
DESCRIPTION: Annual street asphalt overlay based on Pavement Management Program, update of Preventative Maintenance Plan, preparation of specifications and inspections.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Traffic safety based on maintaining the integrity of the road surface.
TARGETED OUTCOME: Overlay streets based on Pavement Management Program. Overlay approximately four lane miles annually.

CAPITAL COST	2015	2016 - 2020	TOTAL
Street Overlay Program	\$ 806,000	\$ 4,400,000	\$ 5,206,000
TOTAL	\$ 806,000	\$ 4,400,000	\$ 5,206,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Reet 1 - Capital Improvement Fund (301)	\$ 806,000	\$ 4,400,000	\$ 5,206,000
Reet 2 - Street Improvement Fund (355)	\$ -	\$ -	\$ -
TOTAL	\$ 806,000	\$ 4,400,000	\$ 5,206,000

Complete Streets Program

LOCATION: Citywide
DESCRIPTION: To include installation of curb, gutter, and sidewalks, sidewalk repairs, crosswalks including markings and signage, and bike lanes. This project also includes upgrading deficient curb ramps to meet ADA standards at locations in need to serve the disabled where overlays of streets occur.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To improve safety and mobility for pedestrians, bicyclists and the disabled by incorporating the Complete Streets Program throughout the City. Where possible, to include low impact development/natural drainage practices, pervious pavements, Light Emitting Diodes (LED) street lights and any other energy reducing devices.
TARGETED OUTCOME: 2012 - Sidewalk facility improvements: Juniper St from Gilman to 2nd Ave; Bike Lanes: NW Sammamish Rd from State Park to SR-900; Crosswalk Improvements: Wildwood Blvd & Mine Hill Rd; Park Dr at 24th and 25th. 2013 - Cancelled 2014 - Sidewalk Improvements: NW Dogwood St. west of bridge to Newport Way where sidewalks are missing including landscaping and upgrade existing curb ramps to ADA Standards. 2015 - Extend bike lane eastbound on SE 56th St from 221st to E. Lake Sammamish Pkwy; improve railroad crossing and west sidewalk for bikes and peds at Front St/Dogwood St crossing; and bike lanes on 220th Ave SE and SE 51st St from 56th St. to E. Lake Sammamish Pkwy; and ADA improvements at locations to be determined.

CAPITAL COST	2015	2016 - 2020	TOTAL
Complete Streets Program	\$ 645,000	\$ 3,624,000	\$ 4,269,000
TOTAL	\$ 645,000	\$ 3,624,000	\$ 4,269,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund (REET 2)	\$ 645,000	\$ 3,624,000	\$ 4,269,000
TOTAL	\$ 645,000	\$ 3,624,000	\$ 4,269,000

Dogwood Bridge Replacement

LOCATION: NW Dogwood Street bridge
DESCRIPTION: Design and reconstruct the existing bridge over Issaquah Creek.
JUSTIFICATION & SUSTAINABILITY BENEFITS: WSBIS analysis and rating warrants reconstruction as the existing bridge warrants replacement prior to failing. Reconstruction of the bridge will also allow improvements related to reducing flooding (consistent with the Issaquah Creek Basin Plan) by creating more capacity for the creek under the new bridge. The improvements will provide safe pedestrian facilities on the bridge.
TARGETED OUTCOME: <p>Survey was completed in 2004 and geotechnical work was completed in 2006. In 2008, applied for Federal BRAC funds but did not make the funding cut to receive funds. Applied for BRAC funding in 2010 and 2011 but did not receive funding. Applied for BRAC funding again in 2012 and received funding for PE and construction in 2013. 2013 - Completed 60% design, and begin permitting, NEPA and SEPA environmental documentation.</p> <p>2014 - Complete 100% design, permitting and environmental documentation.</p> <p>2015 - Replace bridge.</p>

CAPITAL COST	2015	2016 - 2020	TOTAL
Construction	\$ 2,418,000	\$ -	\$ 2,418,000
TOTAL	\$ 2,418,000	\$ -	\$ 2,418,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 483,600	\$ 474,000	\$ 957,600
Federal BRAC Funds	\$ 1,934,400	\$ 1,896,000	\$ 3,830,400
TOTAL	\$ 2,418,000	\$ 2,370,000	\$ 4,788,000

N Iss. Rdwy Impvmnts - E Lake Sammamish Pkwy Widening

LOCATION: E. Lake Sammamish Parkway Between SE 56th Street and Issaquah Fall City Rd
DESCRIPTION: <p>As part of the N. Issaquah Roadway Network Improvements, design and construct roadway widening to provide for additional southbound through-travel lane, curb, gutter, sidewalks, storm drainage system including pertinent storm water filtration and storage, irrigation, and street trees. Requires modification of traffic signal at Black Nugget Rd and at SE 62nd St to provide for additional southbound through lane. Restripe portion of roadway between Issaquah Fall City Rd and I-90 for additional southbound approach lane. Will require completion of the biological assessment and acquisition of right-of-way and NEPA approval. Includes undergrounding overhead utilities.</p>
JUSTIFICATION & SUSTAINABILITY BENEFITS: <p>Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90. Improves internal City and regional traffic circulation between north and south Issaquah. Improves public mass transit connections between Issaquah and other major destinations. The project will improve traffic safety and the added capacity provides improved level of service that will also improve fuel efficiencies and reduce fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.</p>
TARGETED OUTCOME: <p>2014: Completed design and NEPA environmental documentation, began ROW acquisition; 2015: Complete ROW acquisition; Begin construction of improvements; 2016: Complete construction.</p>

CAPITAL COST	2015	2016 - 2020	TOTAL
Design			\$ -
Right of Way and Construction	\$ 6,801,606	\$ -	\$ 6,801,606
TOTAL	\$ 6,801,606	\$ -	\$ 6,801,606

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 858,408	\$ -	\$ 858,408
TIB, TEA-21	\$ 5,943,198	\$ -	\$ 5,943,198
TOTAL	\$ 6,801,606	\$ -	\$ 6,801,606

N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.

LOCATION:

SE 62nd St and Extension of SE 62nd St from E. Lake Sammamish Pkwy to Lake Drive

DESCRIPTION:

Design and construct a new roadway and bridge extending SE 62nd St into Pickering Shopping Center and widen SE 62nd from E Lake Sammamish Pkwy to 221st Ave SE/4th Ave NW as well as relocate the East Fork of Issaquah Creek and roundabouts at SE 62nd St and 221st Ave SE/4th Ave NW and at new roadway at Lake Dr.

JUSTIFICATION & SUSTAINABILITY**BENEFITS:**

Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90.

TARGETED OUTCOME:

Developed special reports for environmental documentation, completed 30% preliminary design and updated the cost estimates.

2014: Continued design for SE 62nd St. and new roadway improvements. Separated out the E. Lake Sammamish Pkwy Widening Improvements and the 12th Ave NW/SR900 Improvements. The 2014 total budget of \$9,470,805 is to be broken out with \$2,327,877 to E. Lake Sammamish Pkwy and \$7,142,928 to SE 62nd/Ext Impv.

2015 Acquire right of way on SE 62nd, new roadway and environmental mitigations, and complete design.

2016 - Begin construction of 62nd, relocate stream and the new road way.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design, R-O-W Acquisition, Construction	\$ 9,381,692	\$ 23,180,892	\$ 32,562,584
TOTAL	\$ 9,381,692	\$ 23,180,892	\$ 32,562,584

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ -	\$ 6,328,544	\$ 6,328,544
Property Owner Contr, LID & TIB	\$ 9,381,692	\$ 16,852,348	\$ 26,234,040
TOTAL	\$ 9,381,692	\$ 23,180,892	\$ 32,562,584

N. Iss. Rdwy Impvmts - 12th Ave/SR 900/17th Ave Imp.

LOCATION:

12th Avenue NW and SR 900/17th Ave NW

DESCRIPTION:

As part of the N. Issaquah Roadway Network Improvements, widen 12th Ave NW at SR 900/NW Sammamish Rd to provide for an additional westbound left-turn approach lane to provide exclusion dual left-turn lanes. Right-of-way will be required and the cost and amount necessary is undetermined at this time. In addition, widen the northbound SR-900/17th Ave NW approach to 12th Ave NW to provide for an exclusive right-turn lane for traffic turning from northbound SR-900/17th Ave NW to eastbound/southbound 12 Ave NW.

JUSTIFICATION & SUSTAINABILITY**BENEFITS:**

Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90. These improvements also will help reduce the number of intersection accidents that are occurring. This intersection has a high number of accidents averaging about seven (7) accidents per year. The improvements will help reduce the length of stored vehicles waiting to turn left from 12th Ave. The project will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.

TARGETED OUTCOME:

This project is a component of the N. Issaquah Roadway Network Improvement.

2016: Continue design from the 30% to 90% and continue with environmental documentation.

2017: Finalize the design and environmental documentation; begin right of way acquisition;

2018: Complete right of way acquisition and begin construction;

2019: Complete construction

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ 3,095,196	\$ 3,095,196
TOTAL		\$ 3,095,196	\$ 3,095,196

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ 3,095,196	\$ 3,095,196
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ 3,095,196	\$ 3,095,196

NW Sammamish Rd Improvements

LOCATION:

NW/W Lake Sammamish Road from Lakemont Boulevard to State Park

DESCRIPTION:

Roadway widening, curb, gutter, sidewalks, storm drainage, irrigation, street trees, crosswalks, and traffic calming devices. Phased work includes performing a mini design study in 2015 to determine what configuration of roadway improvements can fit within the pinch point area and identify a conceptual plan. Cost of the improvements within the pinch point area to the State Park will be developed.

JUSTIFICATION & SUSTAINABILITY**RENEFFITS:**

With an increase in traffic volumes on NW Sammamish Rd in the future, improvements to enhance pedestrian and bicycle safety and reduce traffic safety impacts. This project will help accommodate increased traffic and pedestrian and bicycle needs. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.

TARGETED OUTCOME:

2015 - complete mini-design study.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements	\$ 50,000	\$ -	\$ 50,000
TOTAL	\$ 50,000		\$ 50,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ 50,000		\$ 50,000
Dept. of Ecology LID Grant	\$ -		\$ -
TOTAL	\$ 50,000		\$ 50,000

NW Holly Street

LOCATION: NW Holly Street between Rainier Blvd and Newport Way
DESCRIPTION: As described in the City's 2014 Bicycle - Pedestrian Mobility Action Plan; Design and construct a non-motorized trail including a creek crossing, curb, gutter, 12' wide non-motorized trail with 2' shoulders, storm drainage, landscaping and street lighting. Includes environmental documentation and permitting.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian facilities per the bike/pedestrian plan that improves safety, ADA accessibility, reduces fuel consumption and improves fuel emissions.
TARGETED OUTCOME: Design to begin 2017 including environmental documentation and permitting with construction of improvements to begin in 2018.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design, Construction	\$ -	\$ 2,533,655	\$ 2,533,655
			\$ -
TOTAL	\$ -	\$ 2,533,655	\$ 2,533,655

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ -	\$ 2,533,655	\$ 2,533,655
	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 2,533,655	\$ 2,533,655

Three Trails Crossing Improvements

LOCATION: Intersection of Gilman Boulevard and Juniper Street
DESCRIPTION: Relocate mid-block crossing signal from 500' west to the intersection of Gilman Blvd and Juniper St and signalize the total intersection. Realign the driveway on the north side of Gilman Blvd 200' east of intersection to enter at intersection. Restrict access entering Rainier Blvd from Juniper Way. Improve the roadway crossing for the three trails crossing location of the Sammamish Trail, Rainier Blvd Trail and the Juniper St trail by signalizing the intersection at Gilman Blvd and Juniper St.
JUSTIFICATION & SUSTAINABILITY BENEFITS: King County Parks Lake Sammamish Trail will be paved in 2012, thus bicycle and pedestrian use will increase. Improve pedestrian and bicycle safety by bringing the Sammamish Shared Use Path crossing to intersect with the Rainier Blvd trail and the Juniper St walking trail. Improve intersection safety and level of service by realigning the driveway access to avoid swerving vehicle motion. Improve intersection safety and level of service by restricting vehicles from turning left from Juniper St onto Rainier Blvd with signalization at Gilman.
TARGETED OUTCOME: 2013 - Completed 10% design. Seek grant funds to offset costs for project when call for projects occurs. 2014 - Put project on hold to wait to coordinate with development adjacent to project, continue to seek grants. 2018 - Complete 60% design and begin SEPA environmental documentation 2019 - Complete 100% Design 2020 - Construct improvements.

CAPITAL COST	2015	2016 - 2020	TOTAL
Construction	\$ -	\$ 1,431,155	\$ 1,431,155
TOTAL	\$ -	\$ 1,431,155	\$ 1,431,155

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ -	\$ 1,431,155	\$ 1,431,155
HES, TIB	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 1,431,155	\$ 1,431,155

NW Gilman Boulevard Safety Improvements

LOCATION: NW Gilman Blvd. from SR900 to 500' East of 7th Avenue NW
DESCRIPTION: To provide safety improvements along NW Gilman Blvd by increasing left-turn storage capacity and restricting left turns out of various driveways. Design to incorporate U-turn/left-turn lanes at signalized intersections to mitigate the closure of the median openings.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improvements in capacity will provide improved fuel efficiencies and reduction of fuel emissions along with improvements for access to retail centers along Gilman Blvd. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.
TARGETED OUTCOME: Design to begin 2018 with construction in 2019.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design		\$ -	\$ -
Construction		\$ 3,074,000	\$ 3,074,000
TOTAL		\$ 3,074,000	\$ 3,074,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ 3,074,000	\$ 3,074,000
TOTAL		\$ 3,074,000	\$ 3,074,000

Issaquah - Pine Lake Road Improvements

LOCATION: Between Issaquah-Fall City Road and SE 48th Street to City Limits
DESCRIPTION: Roadway widening, curb, gutter, sidewalks, bike lanes and other multi-modal elements, storm drainage, irrigation, street trees, and crosswalks. Improvements to match the existing configuration at the intersection at Issaquah-Fall City Rd and the roadway section to be constructed in the City of Sammamish. Complete NEPA/SEPA environmental documentation and acquire necessary right-of-way.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Capacity and system enhancements. The additional capacity will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, and any other low impact development design appropriate for the project.
TARGETED OUTCOME: Design to begin 2018, right of way acquisition in 2019 and start construction in 2020.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design		\$ 1,509,000	\$ 1,509,000
Construction		\$ 3,631,000	\$ 3,631,000
TOTAL		\$ 5,140,000	\$ 5,140,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ 1,844,000	\$ 1,844,000
TIB, TEA-21		\$ 3,296,000	\$ 3,296,000
TOTAL		\$ 5,140,000	\$ 5,140,000

Tributary 0170 Trail

LOCATION: Tributary 0170 Trail along I-90 between 12th Ave. NW and Lake Drive future roundabout
DESCRIPTION: As described in the City's 2014 Bicycle - Pedestrian Mobility Action Plan; Design and construct a non-motorized trail 12' wide with 2' shoulders, storm drainage and environmental mitigation. Includes environmental documentation and permitting.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian mobility per the Bike/Pedestrian Plan that reduces fuel consumption and improve fuel emissions.
TARGETED OUTCOME: Design to begin in 2019, environmental documentation and permitting coordination with WSDOT in 2020; and construction in 2021.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design & R/W	\$ -	\$ 530,000	\$ 530,000
Construction			\$ -
TOTAL	\$ -	\$ 530,000	\$ 530,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund	\$ -	\$ 106,000	\$ 106,000
PSRC Non-Motorized Grant	\$ -	\$ 424,000	\$ 424,000
TOTAL	\$ -	\$ 530,000	\$ 530,000

11th/12th Ave NW Overcrossing Direct Access

LOCATION:

Gilman Boulevard to Lake Drive

DESCRIPTION:

New five-lane overpass with two lanes in each direction. The proposal includes one northbound left-turn lane in each direction, a five-foot bike lane, and a sidewalk. It will also include direct access ramps leading to and from the HOV/HOT lane system to the west.

JUSTIFICATION & SUSTAINABILITY**BENEFITS:**

To implement the Central Issaquah Plan and the I-90 Corridor Study by improving the multi-modal connectivity, safety and efficiency for all users. The overcrossing relieves congestion near the SR 900 and Front St Interchanges by diverting local trips away from I-90 ramps. It reduces the weaving of transit and car/vanpools across three general purpose lanes to get in and out of the HOV lane. The overcrossing improves transit operations and travel time and provides better transit access to the Issaquah Transit Center.

TARGETED OUTCOME:

2020 - Start design and environmental documentation.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ 1,030,000	\$ 1,030,000
TOTAL		\$ 1,030,000	\$ 1,030,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ 1,030,000	\$ 1,030,000
TOTAL		\$ 1,030,000	\$ 1,030,000

SR900/NW Sammamish Road Widening

LOCATION: SR 900/NW Sammamish Road Widening From WB 11th Avenue NW to I-90 Freeway
DESCRIPTION: Construct an additional general purpose lane in the westbound direction approaching the I-90 ramps from 11th Ave NW to the metered location on the westbound I-90 on-ramp.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Roadway capacity and safety improvements to reduce fuel consumption and improve fuel emissions. Also will reduce collisions thereby reducing materials usage for vehicle repairs.
TARGETED OUTCOME: 2020 - Start design and environmental documentation.

CAPITAL COST	2015	2016 - 2020	TOTAL
Design		\$ 670,000	\$ 670,000
Construction			
TOTAL		\$ 670,000	\$ 670,000

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ 670,000	\$ 670,000
TIB, TEA-21		\$ -	
TOTAL		\$ 670,000	\$ 670,000

NE Gilman Blvd Between Front and XXX Driveway

LOCATION: NE Gilman Blvd. between Front Street and XXX Driveway
DESCRIPTION: As described in the City's 2014 Bicycle - Pedestrian Mobility Action Plan; Design and construct a non-motorized trail to include curb, gutter, 12' wide non-motorized trail with 2' shoulders, storm drainage, and landscaping. Includes environmental documentation and permitting.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian mobility and safety per the Bike/Pedestrian Plan.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
	\$ -	\$ -	\$ -
			\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

NW Dogwood Street Improvements

LOCATION: NW Dogwood Street from NW Newport Way to Rainier Boulevard
DESCRIPTION: Construct an additional general purpose lane in the westbound direction approaching the I-90 ramps from 11th Ave NW to the metered location on the westbound I-90 on-ramp.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve roadway capacity and safety by restoring and widening the road base and providing ADA accessible sidewalks. Where possible, to include low impact development/natural drainage practices, pervious pavements, Light Emitting Diodes (LED) traffic signals and any other energy reducing devices.
TARGETED OUTCOME: Prepared sufficient design drawings to be able to hold a community meeting on the project. Conducted the community meetings and solicited input on proposed design. Refined project design based on input and subsequent discussions with the City Council. Project delayed until the Dogwood St Bridge project is funded with BRAC Funds.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TOTAL		\$ -	\$ -

NE Gilman Blvd/3rd Ave NE

LOCATION: NE Gilman Blvd./3rd Ave NE between XXX Driveway and E. Sunset Way
DESCRIPTION: As described in the City's 2014 Bicycle - Pedestrian Mobility Action Plan; Design and construct a non-motorized trail to include curb, gutter, 12' wide non-motorized trail with 2' shoulders, storm drainage, and landscaping. Includes environmental documentation and permitting.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian facilities per the Bike/Pedestrian Plan that improves safety, ADA accessibility, reduces fuel consumption and improves fuel emissions.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
	\$ -	\$ -	\$ -
			\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

Maple St & Newport Way Intersection Improvements

LOCATION: Maple Street and Newport Way
DESCRIPTION: Provide an additional northbound lane on NW Newport Way approaching Maple St for an exclusive right-turn lane and provide an additional westbound lane on NW Maple St. approaching NW Newport Way for an exclusive right-turn lane.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Additional roadway capacity is necessary to provide for acceptable level of service through the intersection. The additional capacity will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other appropriate low impact development design appropriate for the project.
TARGETED OUTCOME: Add an additional north bound lane on NW Newport Way and an additional westbound lane on NW Maple St.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Juniper St. Improvements

LOCATION: Juniper Street from Newport Way to Rainier Boulevard
DESCRIPTION: Design and reconstruct with two travel lanes, curbs, and gutter, drainage system, and water quality treatment. Includes a 10' wide multi-purpose trail on one side, sidewalk on the other, landscaping, and lighting. A portion of the roadway is already completed to this standard so this project will complete this trail and road improvement for the rest of the corridor. Complete a SEPA Environmental documentation for the project. Determine right-of-way needs and acquire necessary right-of-way.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Vehicular and pedestrian safety. Volume capacity enhancement. Where possible, to include low impact development/natural drainage practices, pervious pavements, and any other low impact designs that are appropriate for the project. Improves access to residential and non-residential property.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

East Sunset Way Improvements

LOCATION:

East Sunset Way from I-90 to Front Street

DESCRIPTION:

Roadway widening, addition of parking lanes, curb, gutter, sidewalks, storm drainage, irrigation, street trees, crosswalks, and traffic calming devices. Approximately 2,200 lineal feet. Improvements also to include modification to existing traffic signal and lane geometry at Front St. Includes cycle track for bicycle mobility per Bike/Pedestrian Plan.

JUSTIFICATION & SUSTAINABILITY**RENEFFITS:**

Council direction regarding project area is first to deal with the traffic circulation in a phased approach, make small improvements initially, then evaluate them over time for performance. With an increase in traffic volumes on Sunset Way due to the Sunset Interchange, improvements to reduce delay and traffic safety impacts. This project will help accommodate the additional traffic and pedestrian needs. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.

TARGETED OUTCOME:

Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Newport Way Improvements (Maple to Sunset)

LOCATION: Newport Way from Maple Street to Sunset Way
DESCRIPTION: Rebuild with roundabout intersection improvements at Juniper St., Holly St. and Dogwood, two travel lanes southbound from Maple St. to 600' south of Holly St transitioning to one travel lane southbound with one travel lane to Sunset Way, and one travel lane northbound, two bike lanes, a sidewalk on one side with an 8' wide walking trail on the other side, and related landscaping and lighting. Include stormwater system for the road with detention and treatment facilities. Include a stormwater bypass for existing drainage from adjacent properties.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve pedestrian and bicycle safety, especially important due to the adjacent elementary school. Improve traffic safety and flow due to left-hand turns. Capacity enhancement and safety provides for improved fuel efficiencies, reduction of fuel emissions, and fewer traffic accidents. Where possible to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project. Construct in three phases - Juniper to Holly (2 RAB); Male to Juniper (SB lane); and Holly to Sunset (1 RAB).
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St. & Sunset Way Intersection Improvements

LOCATION: Front Street at Sunset Way Intersection
DESCRIPTION: Design and construct left-turn lanes on Sunset Way. The existing roadway configuration from curb to curb width cannot be increased because of existing buildings. This requires removal of parking to provide for additional left-turn roadway capacity through the intersections and to improve traffic safety. Will allow for modification of the traffic signal to allow for an 8-phase signal operation and removal of the split phased operation on Sunset Way. The current Level of Service (LOS) is a LOS F and the improvements will provide a LOS D.
JUSTIFICATION & SUSTAINABILITY BENEFITS: The 2022 Transportation Element Update identified this improvement will be needed by 2022. The additional capacity will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other appropriate low impact development design appropriate for the project.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Sammamish Trail Grade Separation At SE 56th St.

LOCATION: Intersection of E. Lake Sammamish Way and SE 56th Street, and Sammamish Trail
DESCRIPTION: Construct pedestrian and bicycle crossing over or under SE 56th Street for Sammamish Trail.
JUSTIFICATION & SUSTAINABILITY BENEFITS: The Sammamish multi-use trail intersects SE 56th St. Due to heavy right-turn movement, separating the grade for this heavily used pedestrian corridor will improve the level of service of the intersection and improve safety for the intersection and the trail users. Because of scheduled paving of the trail by King County in 2012, use of the trail is expected to increase. This is an important improvement for capacity as well as safety perspective.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Newport Way West of SR-900

LOCATION:

NW Newport Way from SR 900 Westward to City Limits

DESCRIPTION:

Corridor analysis of 2.3 miles of roadway to determine final roadway configuration needs to incorporate the anticipated traffic from adoption of the Central Issaquah Plan. Design and construction to include recommended roadway section with minimum 3-lanes including curb, gutter and a sidewalk on one side, drainage, detention and treatment, street lights, utility adjustments and landscaping. Includes a 12' wide non-motorized path for meeting the Mountains to Sound Greenway Corridor plans. Design total project and construct in 2 phases.

JUSTIFICATION & SUSTAINABILITY**RENEFFITS:**

Capacity enhancement and safety provides for improved fuel efficiencies, reduction of fuel emissions, and fewer traffic accidents. Where possible, to include low impact development, natural drainage practices, pervious pavements, and any other appropriate environmentally-friendly improvements. With adoption of Central Issaquah Plan, there will be additional traffic generated. This analysis will define the necessary improvements to support the newly adopted land use plan.

TARGETED OUTCOME:

Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Providence Point - Intersection Realignment & Signalization

LOCATION:

SE 43rd Way and Providence Point Drive SE

DESCRIPTION:

Project consists of realigning the entrances to Providence Point and to Forest Village and includes the installation of a traffic signal, street lights and pedestrian access.

JUSTIFICATION & SUSTAINABILITY**RENEFFITS:**

Addressing a safety issue along this corridor. Where possible, to include low impact development/natural drainage practices, Light Emitting Diodes (LED's) traffic signals and pervious pavements.

TARGETED OUTCOME:

Completed 100% plans, specification and estimate. Worked toward developing funding for the project in a manner that is acceptable to the City and Providence Point. Identified and pursued possible funding options to reduce City share of total project cost as it relates to the realignment. Completed the NEPA Environmental but waiting for WSDOT to review and approve. Successful in having project ready for construction once outside funding becomes available.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Maple & 12th Ave NW Intersection Improvements

LOCATION: Intersection of NW Maple Street and 12th Avenue NW
DESCRIPTION: Intersection widening to provide exclusive eastbound right-turn lane and northbound right-turn lane.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving operational efficiency.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St & I-90 Interchange Reconfiguration

LOCATION: Gilman Boulevard to SE Issaquah-Fall City Road
DESCRIPTION: Reconfigure Front Street N/Interstate-90 Interchange to a tight diamond, provide additional capacity on Front Street North and coordinate with the improvements at Front St and Gilman Blvd.
JUSTIFICATION & SUSTAINABILITY BENEFITS: As identified in the I-90 Corridor Study, these improvements will correct roadway capacity issues at the ramp intersections and improves on operation and safety. The improvements also were identified as part of the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St & Gilman Blvd Intersection Improvements

LOCATION: Front Street and Gilman Boulevard
DESCRIPTION: This project consists of a pre-design study based on the Central Issaquah Plan to determine the appropriate capacity improvement and its feasibility to relieve traffic congestion and improve traffic safety within the Front St Corridor and Gilman Blvd. This project would need to be timed with future improvements of the Front St and I-90 Interchange.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provides improved traffic circulation, operations and traffic safety. It will also include a reduction of fuel consumption, and improved reduction in fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

SE 53rd Street Improvements

LOCATION: Issaquah Fall City Road to E. Lake Sammamish Parkway
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, street lights, and on-street parking.
JUSTIFICATION & SUSTAINABILITY BENEFITS: to implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

13th Ave NW Improvements

LOCATION: NW Maple Street to NW Newport Way
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, on-street parking and a traffic signal at NW Maple St.
JUSTIFICATION & SUSTAINABILITY BENEFITS: to implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

15th Avenue NW Improvements

LOCATION: NW Maple Street to NW Newport Way
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, on-street parking and traffic signals at NW Maple St and at NW Newport Way.
JUSTIFICATION & SUSTAINABILITY BENEFITS:
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

11th Avenue NW Improvements

LOCATION: Gilman Boulevard to Maple Street NW
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Mall Street Improvements

LOCATION: 12th Avenue NW to 7th Avenue NW
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, tree wells, street lights, and on-street Parking.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Sammamish Road Non-Motorized Crossing I-90

LOCATION: NW Sammamish Road to Poplar Way
DESCRIPTION: Provide a 14' wide non-motorized crossing of I-90 west of the State Park.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve pedestrian and bike access across I-90. Improve connectivity between the northern and southern portions of Central Issaquah as well as to the State Park and Neighborhoods to the north and west.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

10th Ave NW Non-Motorized Crossing I-90

LOCATION: Gilman Boulevard to 10th Avenue NW
DESCRIPTION: Provide a 14' wide non-motorized crossing of I-90.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provide direct non-motorized connectivity between the Tibbett's District and Pickering Place. Enable non-motorized connectivity between the Transit Center and the Costco, Microsoft and other employment centers.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Mall Street Pedestrian Corridor

LOCATION: 7th Avenue NW to NW Juniper Street
DESCRIPTION: Provide urban pedestrian corridor.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Introduce new pedestrian amenities to Central Issaquah. Provide multimodal connectivity between the Tibbett's Valley and Gilman Districts and between the Transit Center and the rest of Central Issaquah.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2015	2016 - 2020	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2015	2016 - 2020	TOTAL
Street Improvement Fund		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

